

MEETING REPORT NO. 11

PROJECT: **Town of Needham Downtown Study**

DATE: 25 April 2007

LOCATION: Broadmeadow School

PRESENT: Downtown Study Committee (DSC)

Jack Cogswell	Board of Selectmen
Jerry Wasserman	Chairman, Board of Selectmen
Bob Smart	Cochair, DSC Committee
Moe Handel	Cochair, Planning Board
Lee Newman	Planning Director
Joyce Moss	Economic Development Officer
Mark Gluesing	Design Review Board
Paul Good	Chair, Needham Community Revitalization Committee
John Edgar	Economic Development Advisory Committee
Jeanne McKnight	Planning Board & League of Women Voters
John J. McQuillan	Business Owner
Bob Hentschel	Property Owner
Peter Friedenberg	Citizen at Large

Needham Police Department

Chief Tom Leary

DiNisco Design Partnership (DDP)

Kenneth DiNisco
Jon Oxman

1. PURPOSE

- 1.1. The purpose of this meeting was to review a preliminary conceptual massing plan and alternative development scenarios. See attached presentation and markups. This discussion will be continued at the next meeting.

2. CONCEPTUAL MASSING PLAN

- 2.1. Concept – Existing and Proposed Figure / Ground Massing Plans of the Study Area were shown. The focus of the Proposed Massing Plan was to increase building mass along the primary streets, creating more defined edges and streetscape spaces.

- 2.2. Density – The Existing Density Plan showed the downtown to be primarily one and two story buildings, with less three-story buildings and a few four-story buildings. The Proposed Density Plan, in contrast, showed a significant increase in three and four story buildings surrounding the Town Common; extending from the Town Common along Great Plain Avenue and along the east side of Chestnut Street from the Hospital south. A proportionate increase in three story buildings replaces one and two story buildings.
- 2.3. Density / Height
- Maximum Building Height – A flat-roofed, four story building height would be 52 FT for 12 1/2 FT floor – floor building. Establishing maximum building heights should also take into consideration allowance for taller first floors and / or possibly lowering first floors a half level.
 - Existing Topography – There is significant topography in the study area. In particular, grade changes across Highland Ave and Chestnut Street. The Impact of this topography on desired building heights is discussed below in the Sub-Study Areas.
 - Environmental Impact – Consideration will be given to the environmental impact of potential four story buildings including shadows, traffic and parking.
 - Street Cross Sections – Street cross sections will be prepared to discuss with the committee.
- 2.4. Parcel Assemblage – Building projects suggested in the Proposed Density Plan would require the assembly of smaller parcels to create sites large enough for larger buildings to work efficiently. The Theatre Block was discussed as an example. In this case, if adjacent parcels could be assembled with the Theatre parcel, it would make a larger building more feasible.
- 2.5. Economic Development Strategy
- Additional SF Absorption – Projections on how much density can be absorbed is pending the Market Analysis being prepared by Jon Avery. Lee Newman raised the point that any proposed increase in density should take into account the entire Study Area so that increased development is not spread too thin, so that new development in one area does not preclude desired development of other parts of the Study Area.
 - Incentives to Increase Density – New building projects as suggested in the Proposed Density Plan will require an economic development strategy that demonstrates the financial feasibility of such projects. For developers there will need to be a financial incentive to justify additional investment and lost income during construction. Increased density is one significant incentive the Town can offer. Other incentives will be considered. Moe Handel suggested creative incentives the Town might offer. One example is to allow developers to build under public ways such as the sidewalk. The Bowlaway on Chestnut Street was mentioned as an example of this type of construction, which extends underneath the sidewalk.

3. DISCUSSION

- 3.1. There were a variety of responses from DSC members regarding the conceptual plan presented:
- Proposed Increased Density
 - Why 4 stories? Are we maximizing for developer incentives or trying to enhance the village environment?
 - How do you keep as a village without “Big City” density?
 - Density should be determined by asking the questions: What is the environment we want? *and* What density supports this?
 - We shouldn’t be afraid of height.
 - Articulation of the top story can have a significant mitigating impact on increased building height on the streetscape.
 - Location of Increased Density
 - (Center Business District) Would prefer maximum 2 1/2 stories in place of the maximum 4 stories shown.
 - (Highland Ave Business District) Maximum height on west side of Highland Ave should match condos across street, on higher grade, effectively allowing three stories, when taking advantage of lower grade towards the back of these parcels.
 - Buildings around the Town Common should not exceed the height of Town Hall.
 - In the 1990’s a zoning height restriction around Town Hall was eliminated.

4. HIGHLAND AVE BUSINESS DISTRICT

- 4.1. Massing Plan – Current zoning allows for maximum 3 story (40 FT) / no FAR maximum, (maximum lot coverage dependent on use). A previous study proposed 2 1/2 (story (35 FT) / 0.7 maximum FAR. The Proposed Density Plan shows an increase from existing one-story buildings to two stories. As discussed above, some DSC members said that a maximum of three stories is reasonable here on the west side of Highland Avenue, taking into account the topography, road width, and height of multifamily buildings on the east side of Highland. It could also help buffer noise from the commuter train line to the West. Specific comments from the DSC included the following:
- Gap at Bertucci’s – The Proposed Density Plan showed a building in the existing gap of buildings fronting on Highland Avenue next to Bertucci’s restaurant. The DSC raised the issue of the impact of this proposed massing on the Bertucci’s space which because of the proposed building would have less visibility on Highland Avenue. This impact would have to be addressed. One member of the DSC remarked that they didn’t mind the existing gap with a parking lot with planting strip at the lot frontage.
 - One member of the DSC remarked that the plan for this Sub-Study Area should be for “beautifying” only.

- One member of the DSC remarked the office building next to Dunkin Donuts with parking in front was the most unsightly section of Highland Avenue in this district.

4.2. Topography

- 4.2.1. As discussed above, there is significant topography from the west climbing to the east across the site. A cross section will be prepared to show the change in topography across the site. It was also pointed out that a second retaining wall is proposed behind the existing one along Highland Avenue at Memorial Park.

4.3. Traffic / Pedestrian

- Pedestrian Crossings – Should be considered across Highland Avenue. It was also pointed out at a previous DSC meeting that there is poor pedestrian access to get from the Town Hall Block to this section of Highland Avenue.
- Traffic Speed – It was felt that traffic speed along Highland Avenue in this district is too fast, especially heading north. Slowing traffic down was generally seen as a positive change. One DSC member said slower traffic is also good for retail.
- Road Width / Number of Lanes – DSC members pointed out that the number of lanes on Highland Avenue is not clear to drivers. From Rosemary Street going south, there are 2 lanes which are intended to change to 1 lane (which is sometimes treated as 2 lanes). Likewise going north towards the Rosemary Street intersection, it is intended to be one-lane which is (sometimes treated as two lanes) changing to two-lanes at the intersection.

Wellesley was brought up as an example where traffic volume (narrowing streets) was reduced for the benefit of wider sidewalks. One suggestion made by a DSC member is to test the effect of narrowing the road by painting a wide parking lane and observe the impact on traffic. See also discussion below of alternate traffic routes around Downtown.

- Traffic Light – Should be considered to control speed and provide a safe pedestrian crossing.
- Sudbury Farms Access – This is a recognized problem. Chief Leary pointed out that access to the Sudbury Farms parking lot has a consistent history of traffic accidents due to access issues. There was a Planning Department proposal for accessing the Sudbury Farm parking lot from Rosemary Street which would require a variance because the northernmost portion of this parcel is zoned residential. The proposed Rosemary Street access was rejected at the time partially due to the pending Library site access which had not been determined yet. This proposal may merit reconsideration, as now the vehicular access to the Library across the street has been resolved.
- Memorial Park Parking Lot Access – DSC members pointed out access to this parking lot can cause traffic problems. The parking lot is accessed from both Highland Avenue and Rosemary Street which is one way going west at this location.

4.4. Parking

- Quick Parking / On Street Parking – DSC members generally agreed there was not adequate quick parking available. One issue brought up was for traffic going north on Highland Avenue (some of which is commuting traffic headed towards Route 128) some drivers will, for convenience, park on the street and then crosses street on foot for a coffee. There is currently not adequate parking or pedestrian crossings to address this.

4.5. Streetscape –DSC members generally agreed:

- Curb Cuts –There are too many curb cuts on the west side of Highland Avenue.
- Sidewalk – Streetscape would benefit from widening the sidewalk.
- Signage – Signage should be better organized and more uniform.
- Trees – Additional trees should be planted along Highland Avenue to improve the streetscape.
- Activities – There should be opportunities for more active street life such as café seating at some locations in front of the buildings on the west side of Highland Avenue.

4.6. Proposed Highland Avenue Improvements – A Highland Avenue Existing Conditions and Proposed Improvements Plan was shown which incorporates many of the DSC comments made above. See attachment.

5. CENTER BUSINESS DISTRICT

5.1. Massing Plan – Current zoning allows for maximum 2 1/2 story (35 FT) / 1.0 FAR maximum. The Proposed Density Plan shows an increase from primarily one and two story buildings to four story and three story buildings. Specific Elements of this plan that were discussed include:

- Town Common – As discussed above there were mixed comments regarding the Proposed Density Plan showing buildings with a maximum four stories surrounding Town Common. The Town Common could benefit from a redesign to make better use of it.
- Greene's Field – Although not shown on the Proposed Density Plan, There is an opportunity for building at Greene's field along Great Plain Avenue. It was acknowledged by DSC members that there is a sentiment in Town to keep Greene's Field open at its Great Plain frontage.
- Theatre Block – This is a parcel whose new owner, Ken Macken, is evaluating his development options. DSC members generally agreed this site has the opportunity to be developed as a mixed-use project with housing. As discussed above this project could benefit from parcel assemblage with adjacent parcels.

- 5.2. Needham Town Common in Comparison to Other Public Spaces – In discussing the Proposed Density Plan, comparisons were made with other town commons and pocket parks including those listed below. Site plans for comparison to Needham Town Common will be prepared.
 - Natick Town Common
 - Post Office Square Pocket Park – The purpose of this comparison is to show that a small pocket park can be successful with surrounding dense development.
 - Historic Needham – During the late 1800's, early 1900's there were significant three story buildings adjacent to the Town Common.
6. CHESTNUT STREET BUSINESS DISTRICT
 - 6.1. Detailed discussion of this district was deferred to the next meeting.
7. ALTERNATIVE DEVELOPMENT SCENARIOS
 - 7.1. Theatre Block – Two mixed use alternatives were shown, the first with two stories and the second with three stories. As discussed above, there is an opportunity for a mixed-use development with housing and this project could benefit from parcel assemblage. Neither of the alternative scenarios shown for this site is in compliance with current zoning dimensional regulations and parking requirements. See presentation.
 - 7.2. Discussion of the overall list of Alternative Development Scenarios and specific discussion of the alternative scenarios will be continued at the next meeting.
8. ALTERNATE TRAFFIC ROUTES AROUND DOWNTOWN
 - 8.1. The Town has designated through streets which serve as alternative routes around downtown. ***Postscript: See attached Notices of Traffic Regulation with lists of streets designated as through ways (10/08/02 and 01/25/05).***
9. HOSPITAL EXPANSION PLANS
 - 9.1. Ken DiNisco reported to the DSC regarding a meeting held on 06 April 2007 with representatives of Beth Israel Deaconess Hospital Needham. The Hospital is planning a 2 phase expansion:
 - Phase 1 is set and will be presented informally to the Planning Board in a month. Jeffrey Liebman, president and CEO of the Hospital, said that Phase 1 complies with the existing zoning regulations of the Hospital Overlay District including parking and traffic. The Hospital hopes to occupy Phase 1 in 2 years.
 - Phase 2's plan is not definitive. The completion of Phase 2 would cap out the development capacity of the Hospital site under existing zoning regulations. The intended maximum size of Phase 2 would comply with existing zoning regulations with the exception of parking and traffic which are still to be reviewed. The schedule is to complete Phase 2 in 3 to 5 years.

10. SIGNALIZATION AT TRAIN CROSSINGS

- 10.1. Jeanne McKnight reported that signalization at train crossings in Needham is an issue before the Needham Transportation Committee. There are four locations being considered: West Street, May Street, Oak Street and Dedham Avenue. The crossings at May Street and Oak Street are in the Study Area. This will be further discussed at the next meeting.

11. NEXT MEETINGS

- 11.1. The DSC will meet in the Community Room of the Needham Public Library at 7:30 **AM** on Friday 11 May 2007. The purpose of this meeting will be to conclude the discussion of conceptual massing and alternative development scenarios.

The discussions of this meeting are recorded as understood by the writer. Please advise the writer of any omissions or corrections.



Jon Oxman AIA
DiNISCO DESIGN

JAO/

cc: DSC
Kenneth DiNisco
Richard Rice

Enclosure: 1. Presentation: DSC Meeting (04/25/07) including presentation markups.

2. Drawing Highland Avenue Existing Conditions & Proposed Improvements (04/25/07)

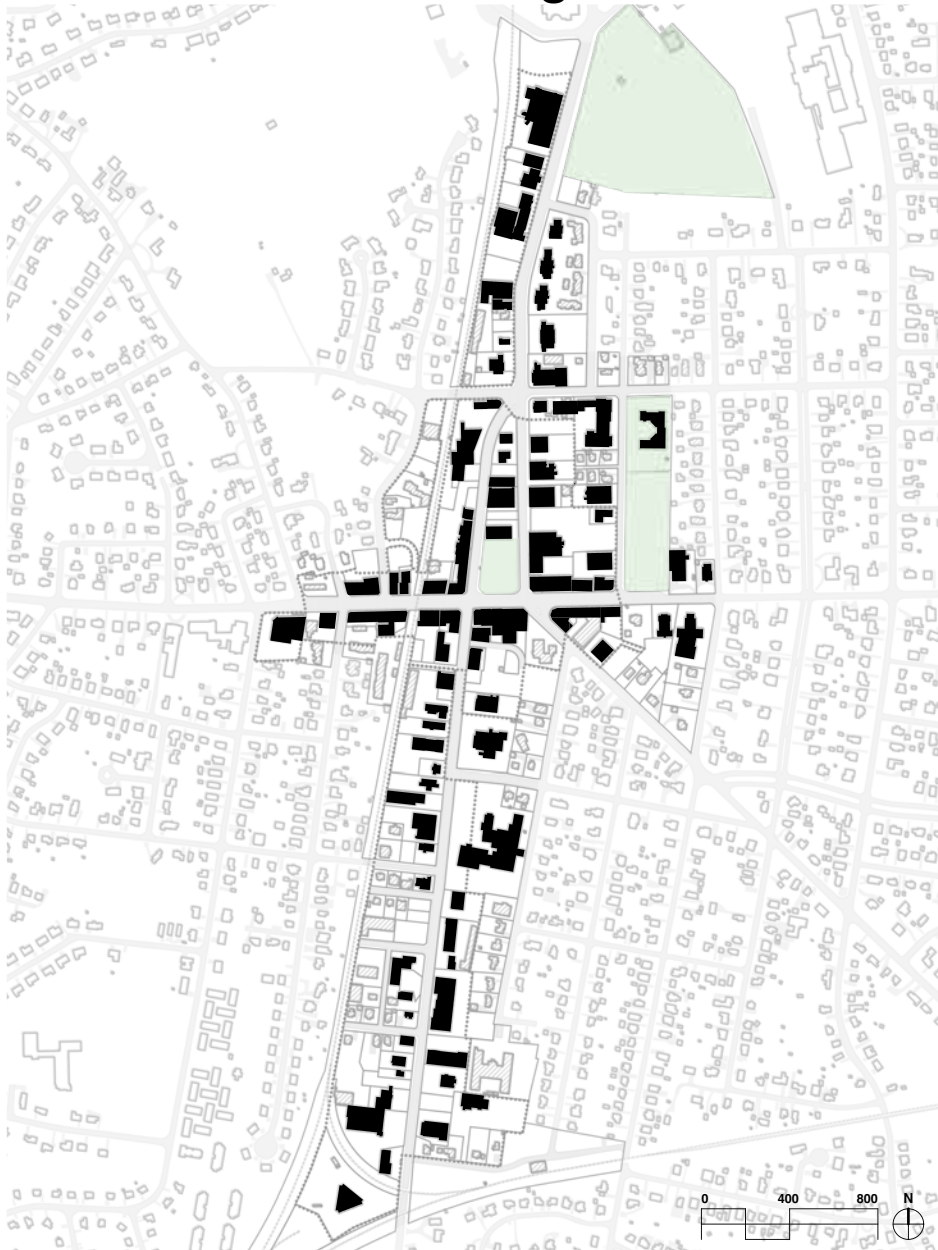
3. Notices Notices of Traffic Regulations (10/08/02 and 01/25/05).

**Needham
Downtown Study
Committee Meeting**

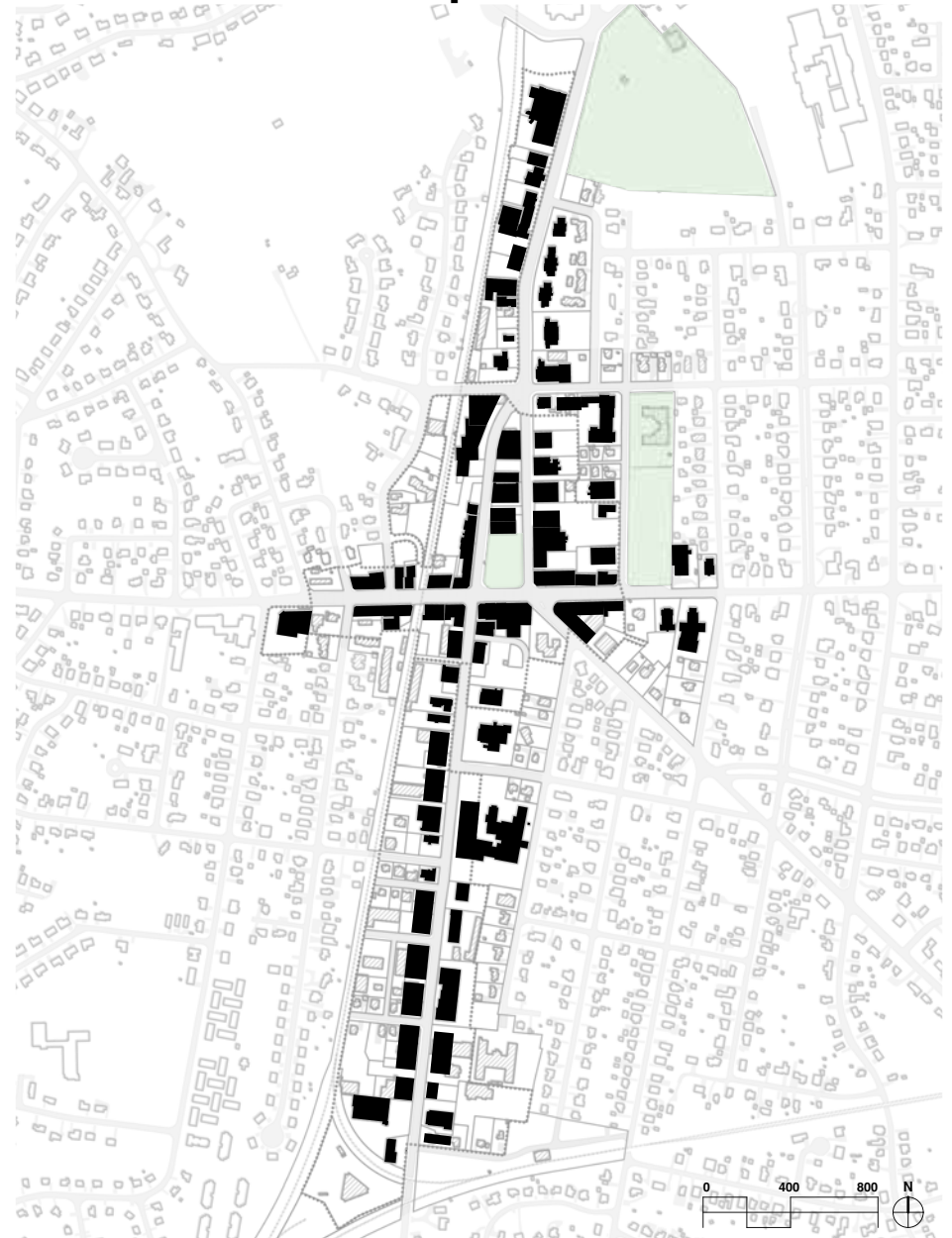
25 April 2007

MASSING PLAN - Concept

Existing

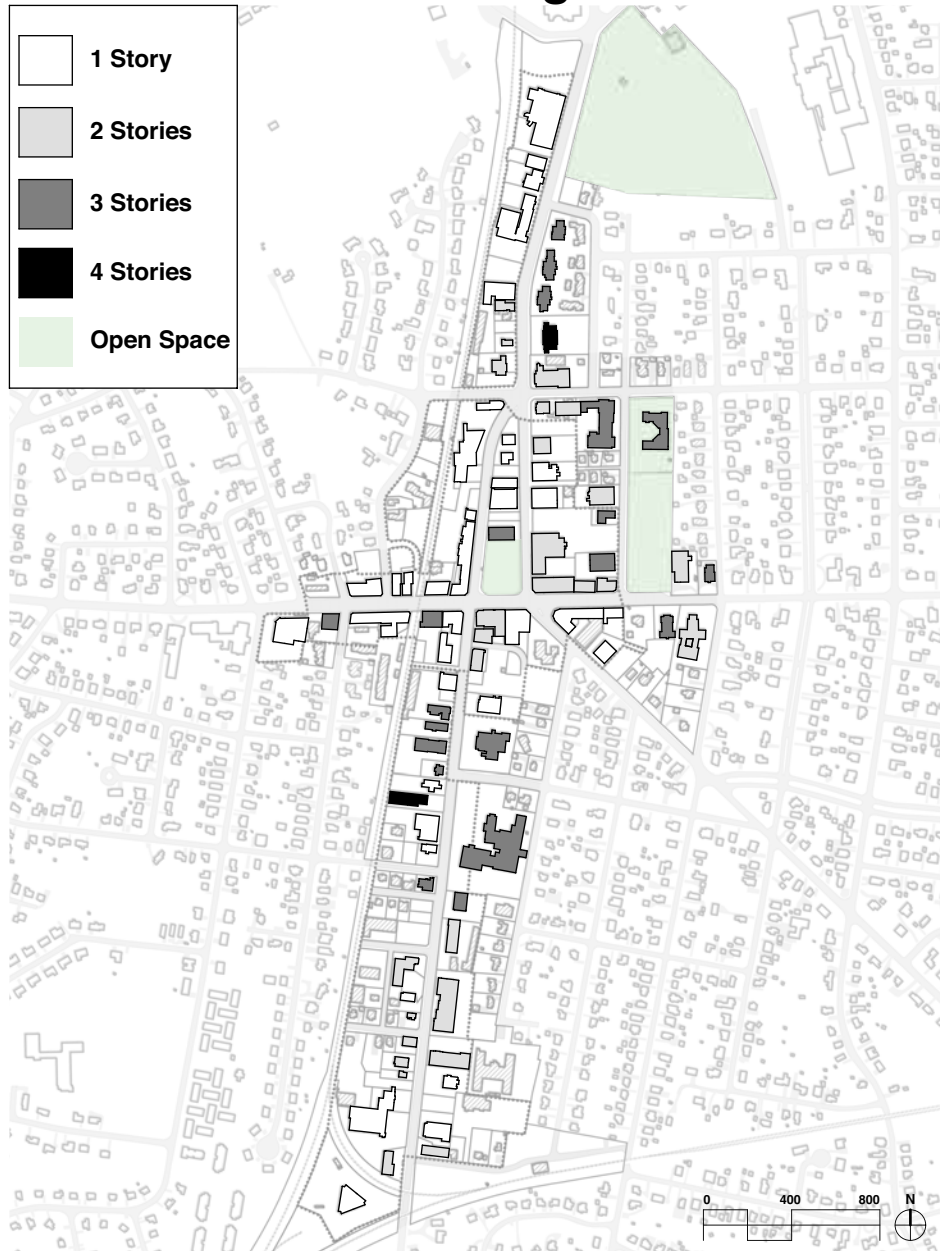


Proposed

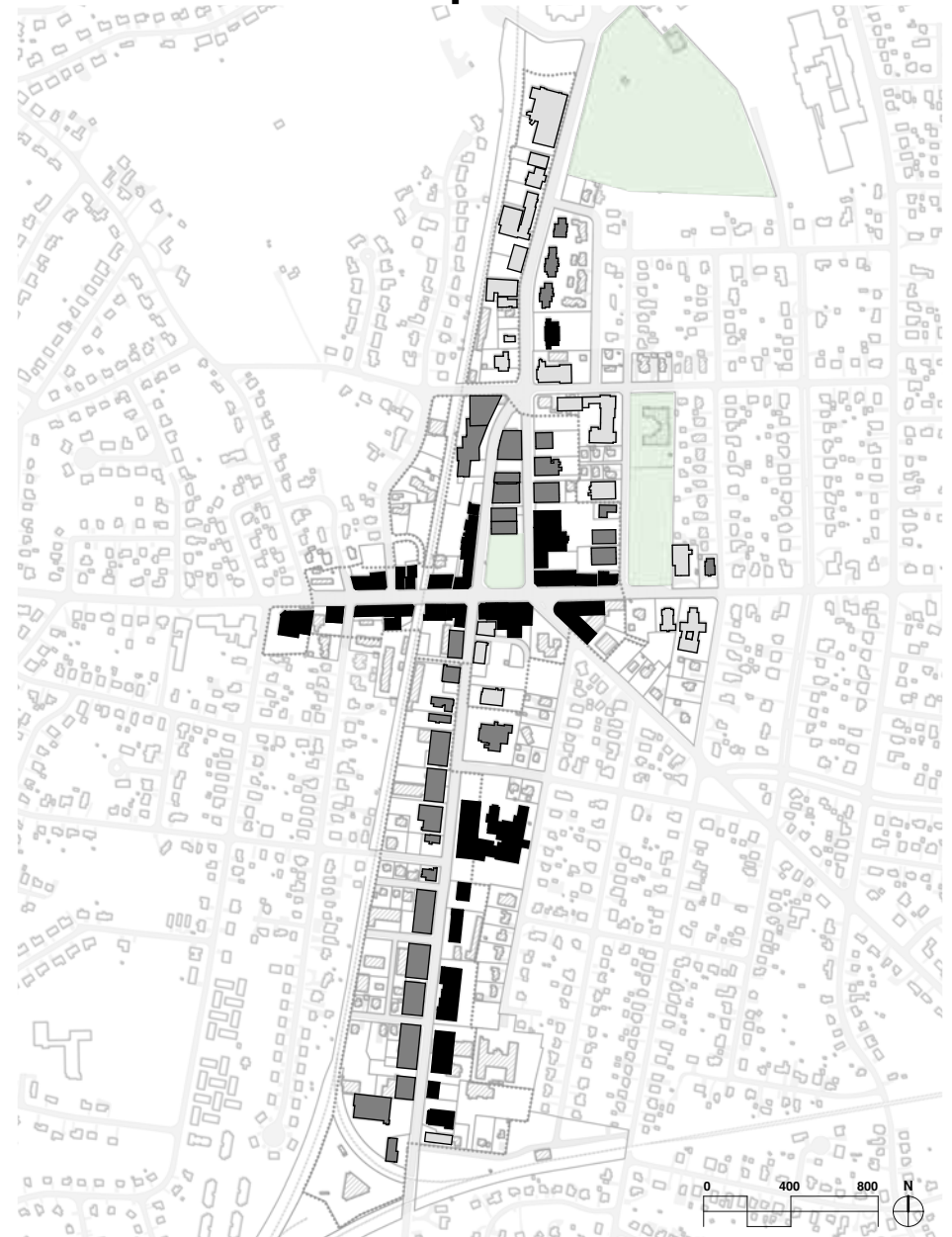


MASSING PLAN - Density

Existing

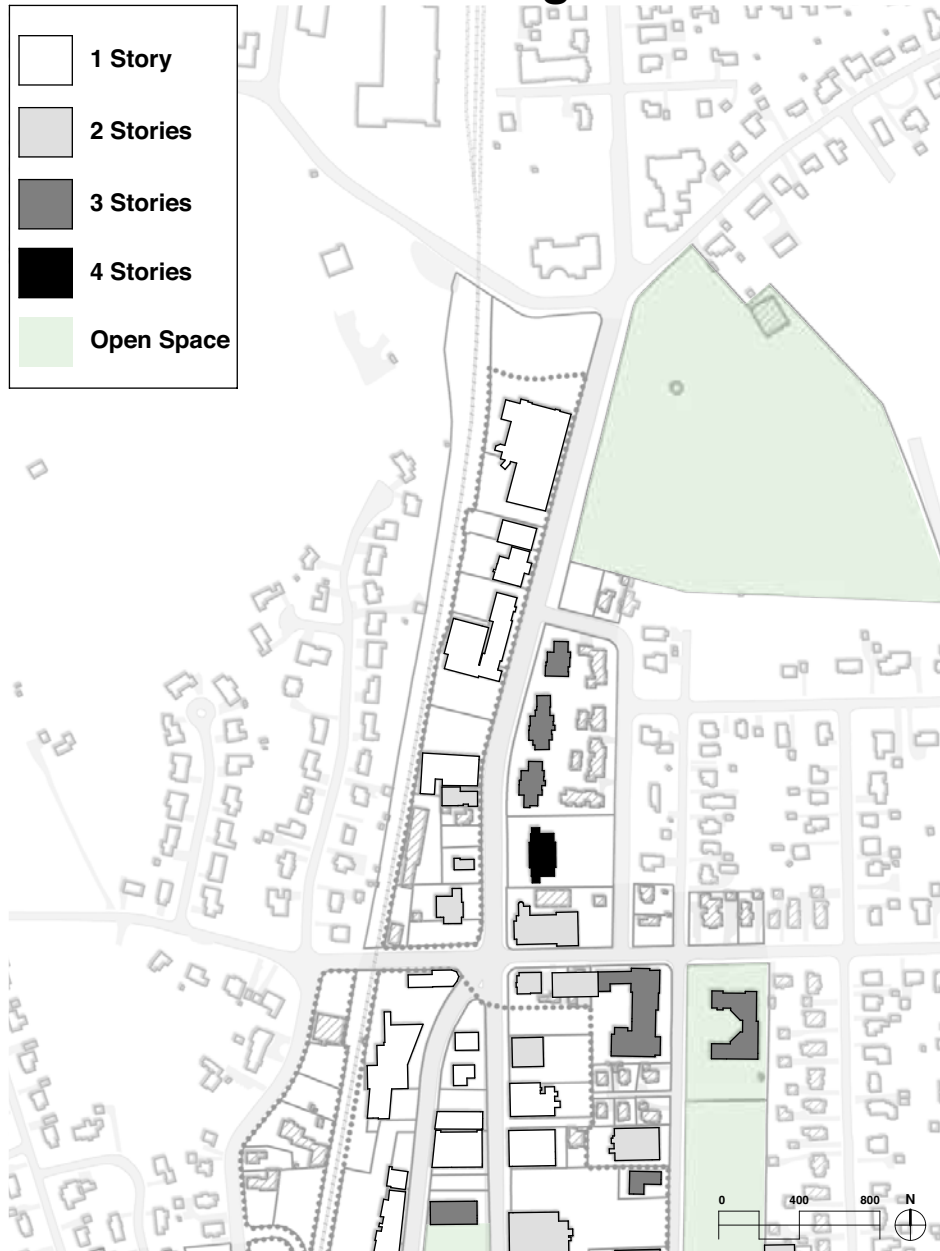


Proposed



MASSING PLAN - Density **Highland Ave Business District**

Existing

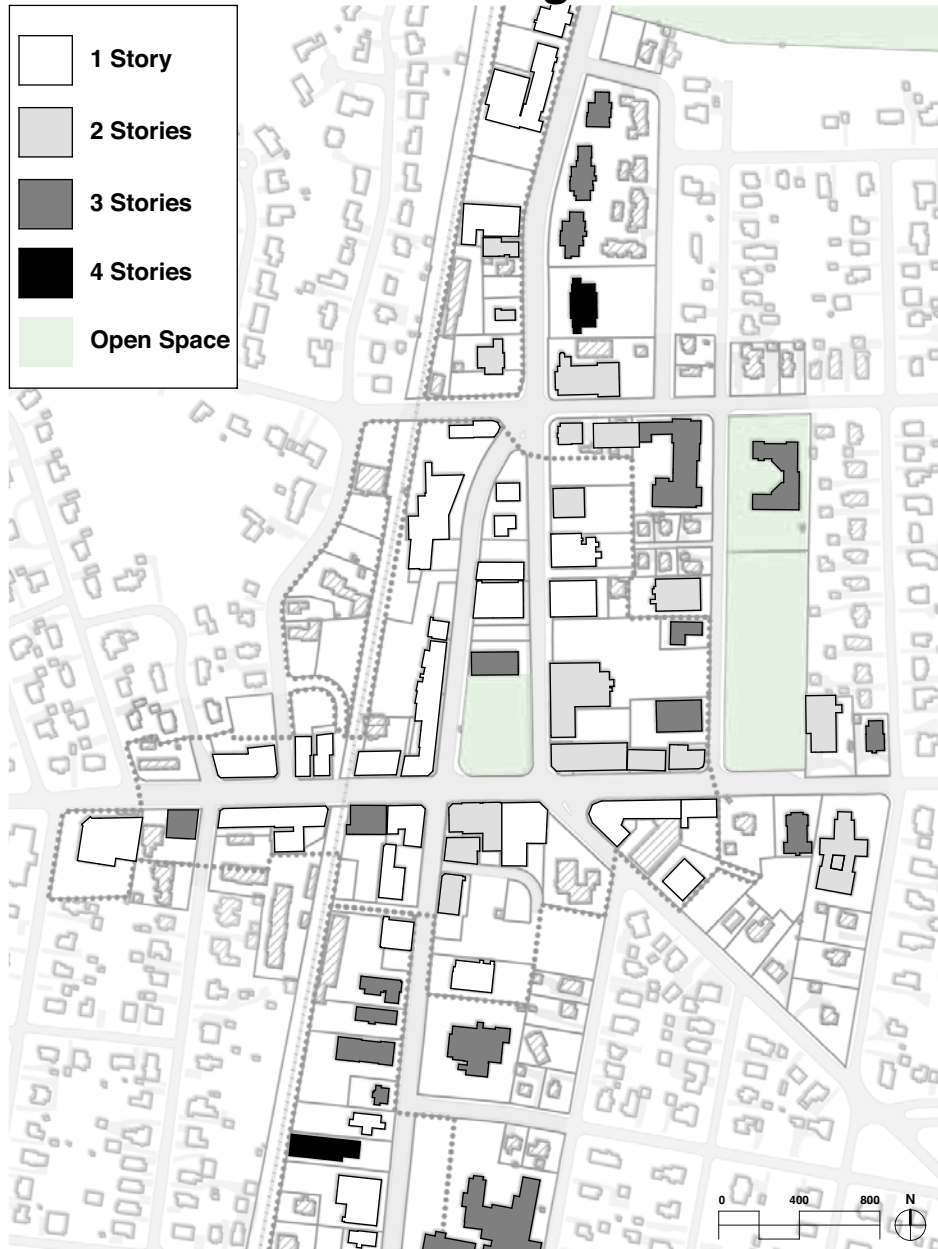


Proposed

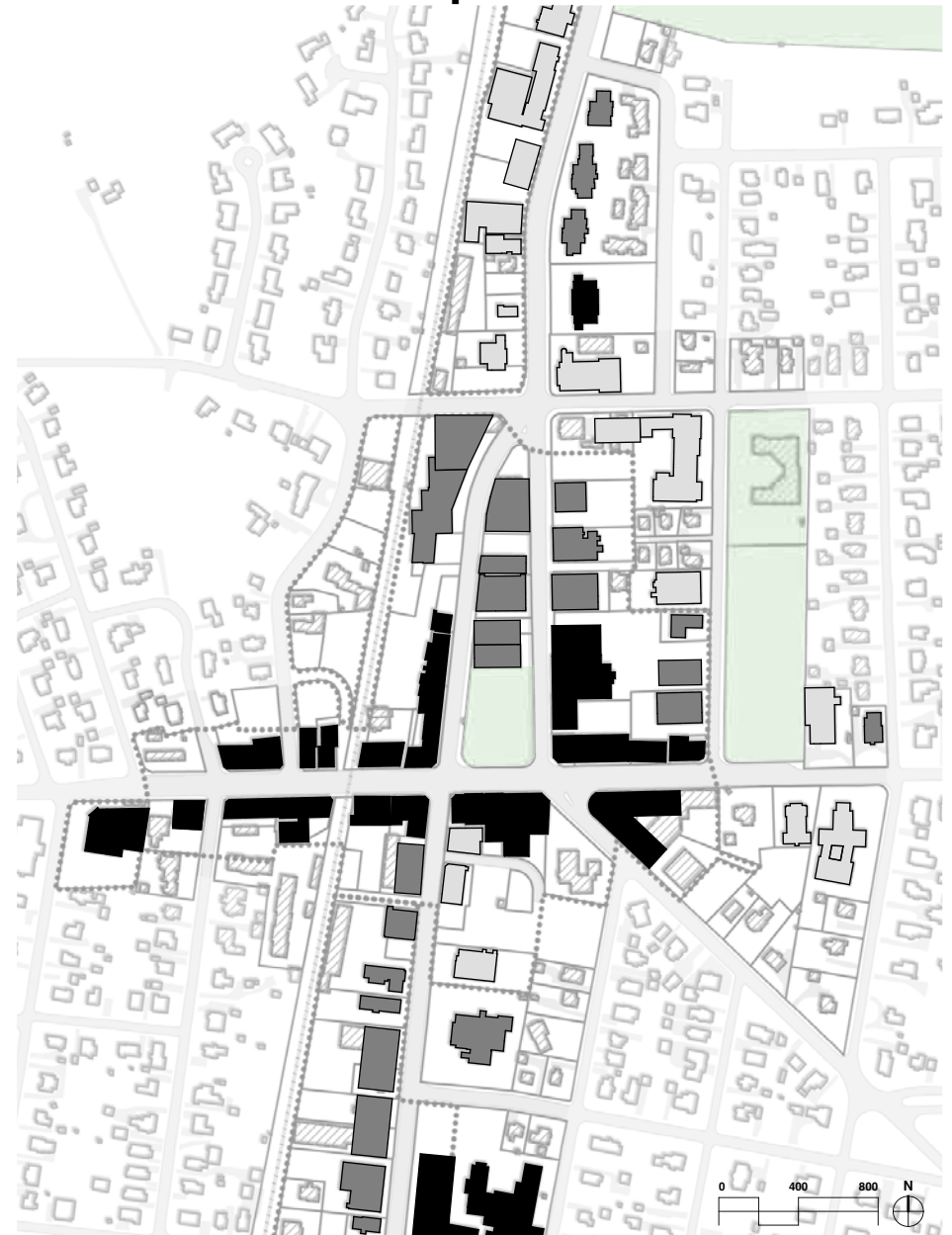


MASSING PLAN - Density Center Business District

Existing

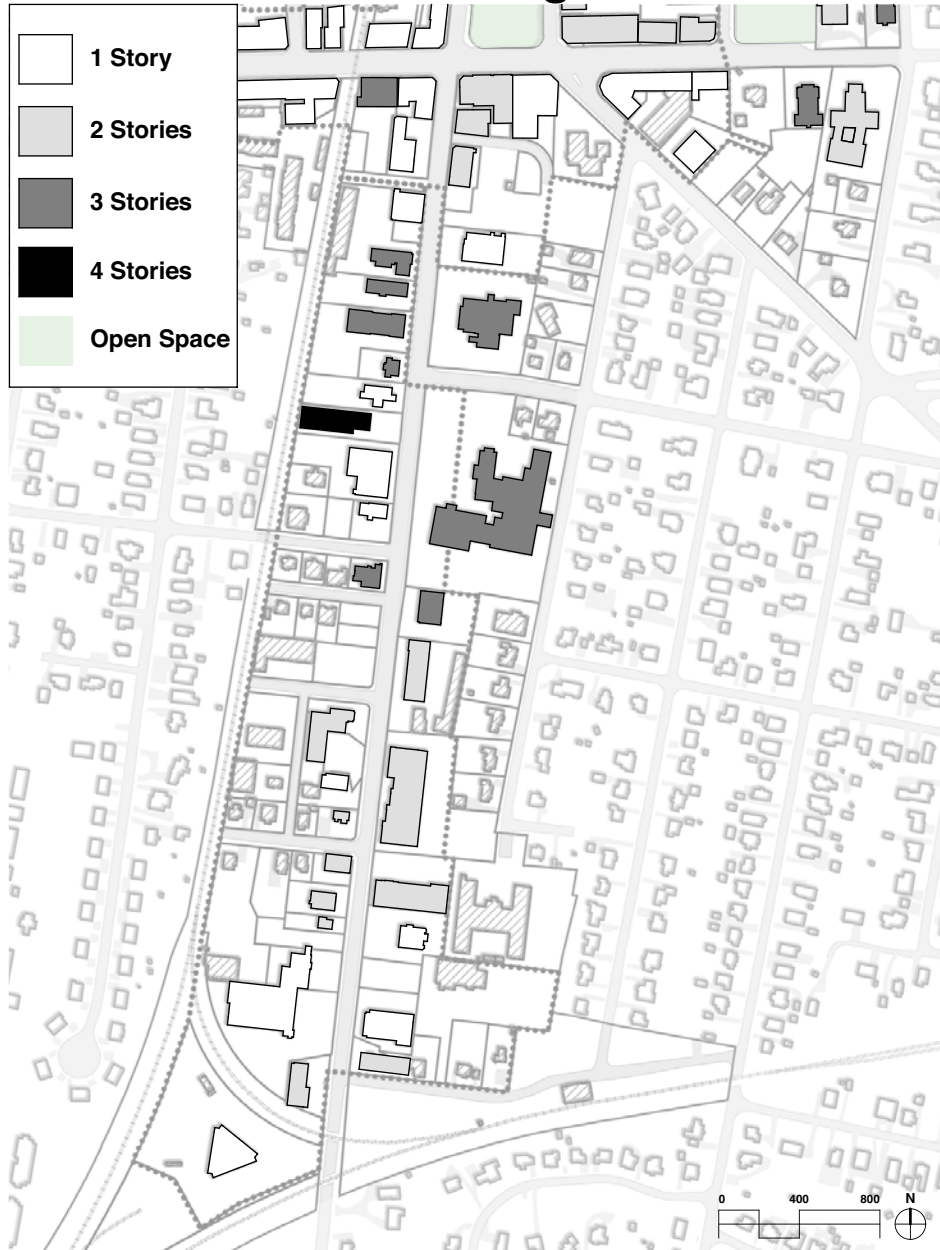


Proposed



MASSING PLAN - Density Chestnut St Business District

Existing



Proposed











POTENTIAL DEVELOPMENT



- 1 Story
- 2 Stories
- 3 Stories
- 4 Stories
- Open Space
- Areas of Potential Development
- Streetscape / Infrastructure Improvements
- Pedestrian Link

POTENTIAL DEVELOPMENT Highland Ave Business District

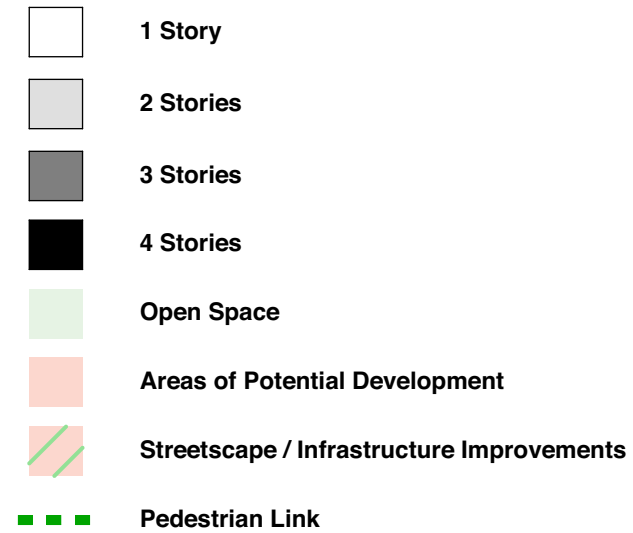
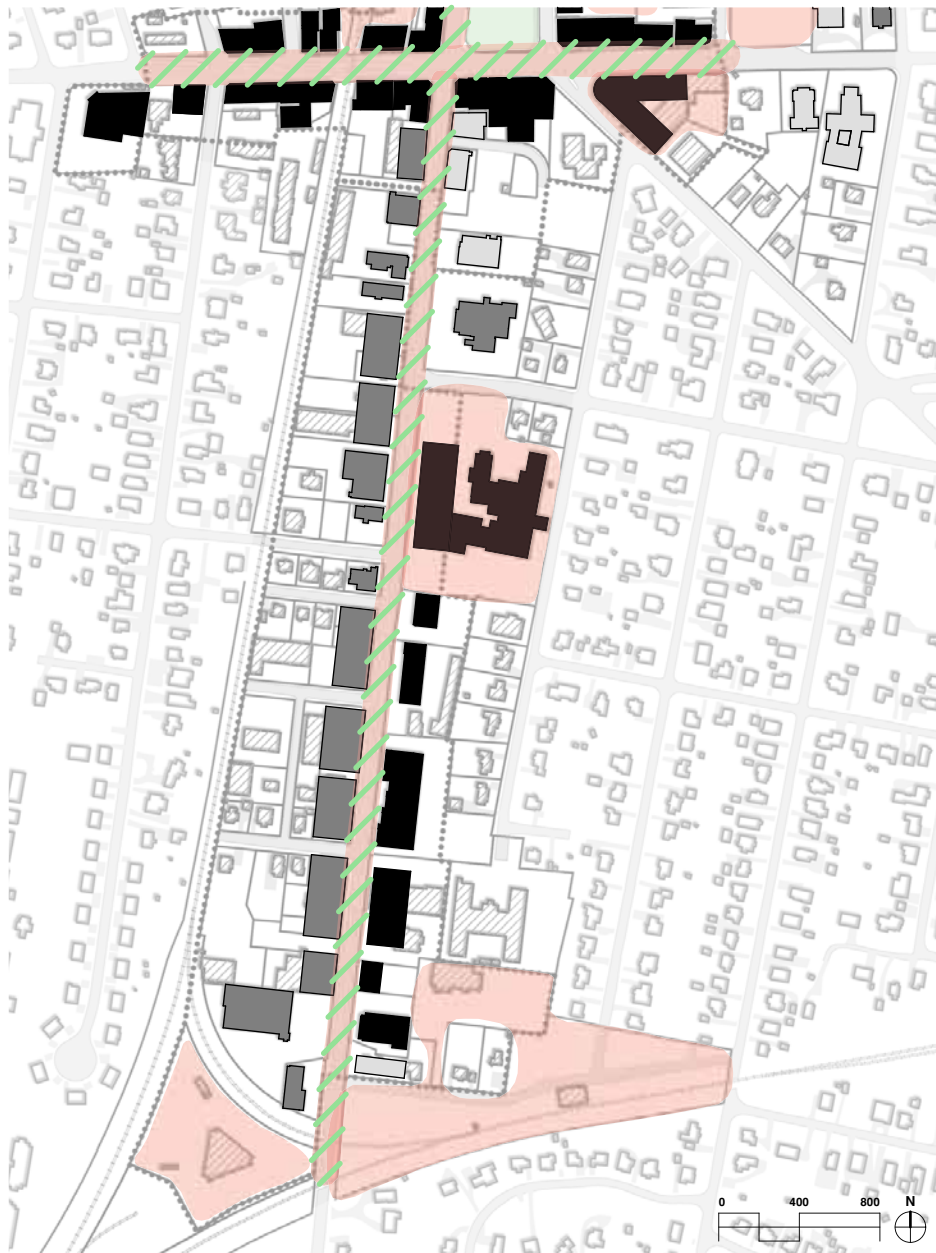


-  1 Story
-  2 Stories
-  3 Stories
-  4 Stories
-  Open Space
-  Areas of Potential Development
-  Streetscape / Infrastructure Improvements
-  Pedestrian Link

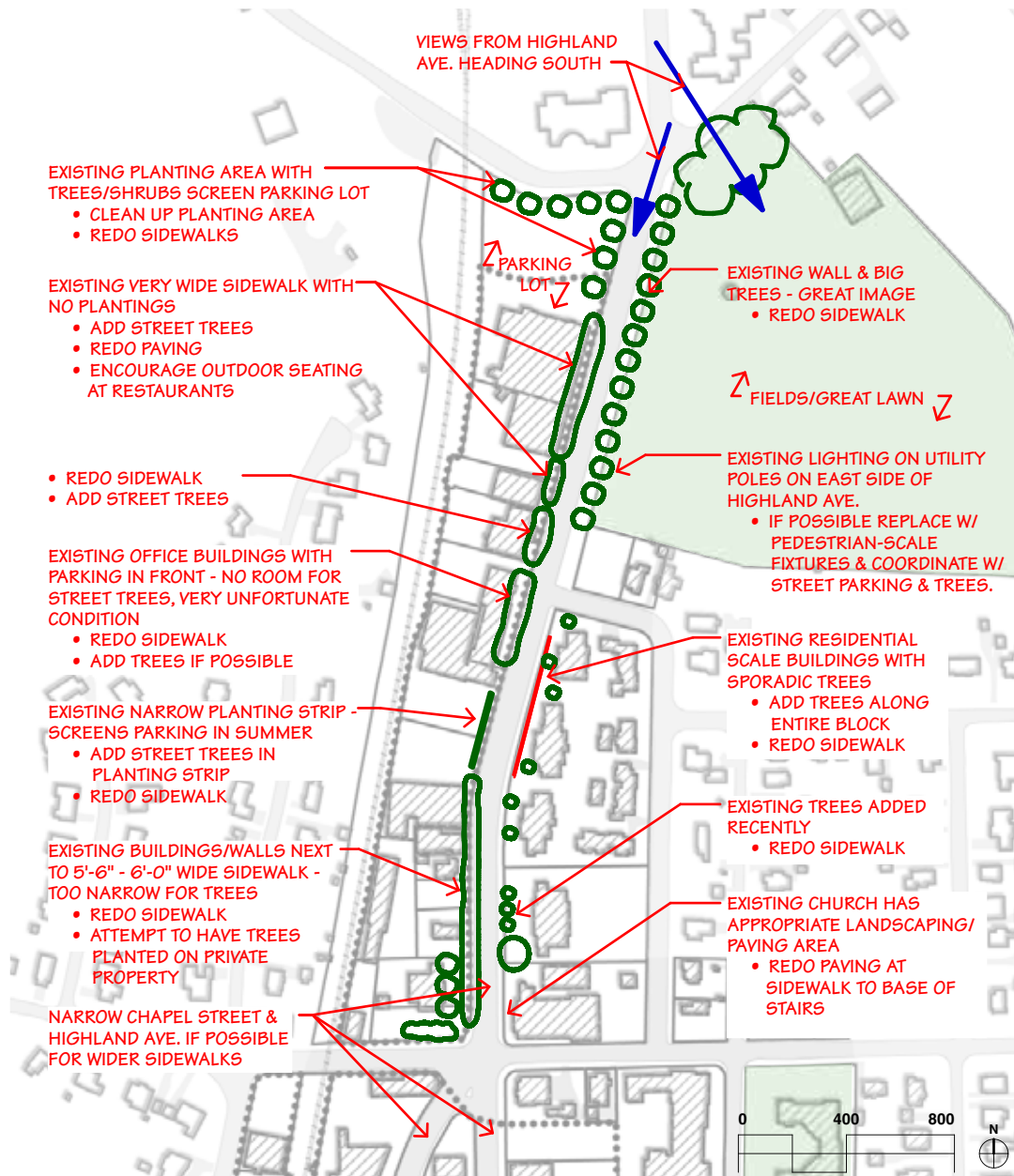
POTENTIAL DEVELOPMENT Center Business District



POTENTIAL DEVELOPMENT Chestnut St Business District










STREETSCAPE - Improvements Highland Ave



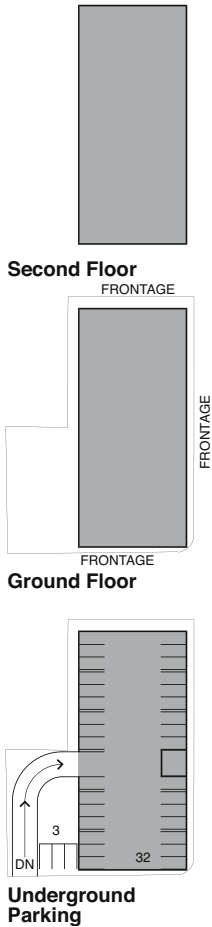
Conceptual Development Plan

Alternative Development Scenarios

Roadway Infrastructure	
Highland Avenue	
1 	Develop streetscape for Highland Ave as Boulevard leading into Downtown.
Junction Station	
2	Parking Structure for displaced spaces at Needham Heights YMCA/MBTA/VFW Joint Venture
Chestnut Street	
3 	Hypothetical Development - West Side – Housing and Office or Medical Related Use - 2 stories (Mixed Use and Singular Use Alternatives)
4 	Hypothetical Development - West Side – Housing and Office or Medical Related Use - 3 stories (Mixed Use and Singular Use Alternatives)
5 	Hypothetical Development - East Side - Office or Medical Related Use - 2 stories
6 	Hypothetical Development - East Side - Office or Medical Related Use - 3 stories
Theatre Block	
7 	Mixed Use Development
Chapel St - Mixed Use	
8	MBTA / Town / Private Sector
Chapel St - Parking	
9	Surface Parking
10	Parking Structure
Walgreen's Parking Lot	
11	Consolidation / Improvements
12 	Mixed Use Development
Pedestrian Link	
13	Center Station to Greene's Field
Needham Service Center (Gas Station at Highland / Chapel / May)	
14	***Future Consideration***

CHESTNUT STREET - SCENARIO NO. 1 - OFFICE OR MEDICAL - 2 STORIES

Proposed Project



Description	
• 2 Floors Offices or Medical Related Services	
• 1 Floor Underground Parking	
Lot Size	25,633 SF
Frontage	450 FT
(101 + 202 + 147 FT)	
Building Size (Gross Square Feet)	
Offices	33,530 GSF
Parking	16,765 GSF
Total	50,295 GSF
Off-Street Parking	
Below Ground	32
Surface	3
Total	35

Zoning Analysis Red indicates non-compliance with existing zoning	
Maximum Lot Coverage	N/A
Chestnut St Business District	None
Floor Area Ratio (FAR) (Note #1)	
• With Underground Parking Garage	1.96
• Without Underground Parking Garage	1.31
Chestnut St Business District	Maximum - 0.70
Height (Assumes Gable Roof)	2 Stories / 35 FT
Chestnut St Business District	Maximum - 2 1/2 Stories / 35 FT
Setbacks	
Front Setback	0 FT
Chestnut St Business District	Minimum - 20 FT
Side Setback	N/A
Chestnut St Business District (Note #2)	None
Rear Setback	N/A
Chestnut St Business District (Note #2)	None
Off-Street Parking 1 Space per 958 GSF (35 Spaces)	
Chestnut St Business District	
• Medical, Dental & Related Health Services	1 Space per 200 GSF (168 Spaces)
• Offices & Banks	1 Space per 300 GSF (112 Spaces)
Note #1 - Planning Board may issue special permit to exempt floor are of underground parking garage only in the Center Business District.	
Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.	

CHESTNUT STREET - SCENARIO NO. 2 - OFFICE OR MEDICAL - 3 STORIES

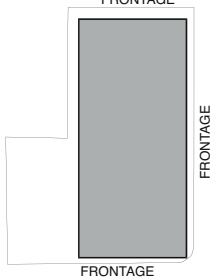
Proposed Project



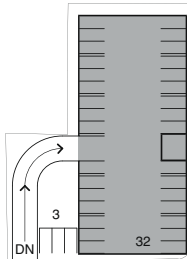
Third Floor



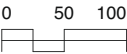
Second Floor



Ground Floor



Underground Parking



Description

- 3 Floors Offices or Medical Related Services
- 1 Floor Underground Parking

Lot Size 25,633 SF

Frontage 450 FT
(101 + 202 + 147 FT)

Building Size (Gross Square Feet)

Offices	50,295 GSF
Parking	16,765 GSF
Total	67,060 GSF

Off-Street Parking

Below Ground	32
Surface	3
Total	35

Zoning Analysis Red indicates non-compliance with existing zoning

Maximum Lot Coverage

Chestnut St Business District N/A
None

Floor Area Ratio (FAR) (Note #1)

• With Underground Parking Garage	2.62
• Without Underground Parking Garage	1.96

Chestnut St Business District Maximum - 0.70

Height (Assumes Gable Roof)

3 Stories / 48 FT

Chestnut St Business District Maximum - 2 1/2 Stories / 35 FT

Setbacks

Front Setback 0 FT

Chestnut St Business District Minimum - 20 FT

Side Setback N/A

Chestnut St Business District (Note #2) None

Rear Setback N/A

Chestnut St Business District (Note #2) None

Off-Street Parking

1 Space per 1,437 GSF (35 Spaces)

Chestnut St Business District

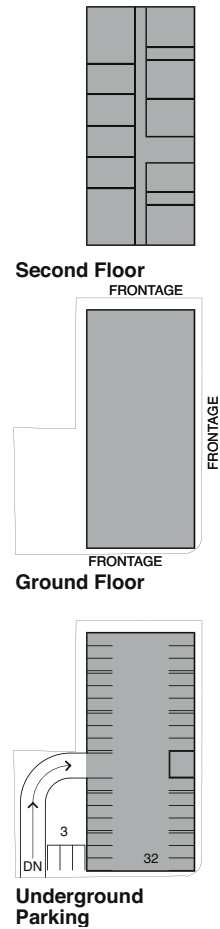
- Medical, Dental & Related Health Services 1 Space per 200 GSF (168 Spaces)
- Offices & Banks 1 Space per 300 GSF (112 Spaces)

Note #1 - Planning Board may issue special permit to exempt floor are of underground parking garage only in the Center Business District.

Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.

CHESTNUT STREET - SCENARIO NO. 3 - MIXED USE -HOUSING WITH OFFICE OR MEDICAL - 2 STORIES

Proposed Project



Description

- 2nd Floor Housing (11 Units)
- Ground Floor Office or Medical Related Services
- 1 Floor Underground Parking

Lot Size 25,633 SF

Frontage 450 FT
(101 + 202 + 147 FT)

Building Size (Gross Square Feet)

Housing	16,765 GSF
Offices	16,765 GSF
Parking	16,765 GSF
Total	50,295 GSF

Off-Street Parking

Below Ground	32
Surface	3
Total	35

Zoning Analysis Red indicates non-compliance with existing zoning

Maximum Lot Coverage

Chestnut St Business District N/A
None

Floor Area Ratio (FAR) (Note #1)

• With Underground Parking Garage	1.96
• Without Underground Parking Garage	1.31

Chestnut St Business District Maximum - 0.70

Height (Assumes Gable Roof)

2 Stories / 35 FT

Chestnut St Business District Maximum - 2 1/2 Stories / 35 FT
& No More Than 2 Occupied Stories

Setbacks

Front Setback 0 FT

Chestnut St Business District Minimum - 20 FT

Side Setback N/A

Chestnut St Business District (Note #2) None

Rear Setback N/A

Chestnut St Business District (Note #2) None

Off-Street Parking 1 Space per 958 GSF (35 Spaces)

Chestnut St Business District

• Housing (Note #3) 1.5 Spaces per Unit (17 Spaces)

• Medical, Dental & Related Health Services 1 Space per 200 GSF (84 Spaces)

• Offices & Banks 1 Space per 300 GSF (56 Spaces)

• **Mixed Use Total** **101 (Housing & Medical) or 73 (Housing & Office)**

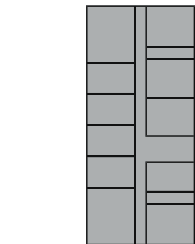
Note #1 - Planning Board may issue special permit to exempt floor are of underground parking garage only in the Center Business District.

Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.

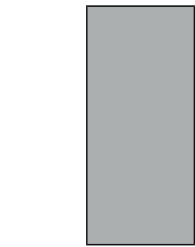
Note #3 - Parking for multi-family is not specified. Assuming a requirement of 1.5 spaces per Unit

CHESTNUT STREET - SCENARIO NO. 4 - MIXED USE -HOUSING WITH OFFICE OR MEDICAL - 3 STORIES

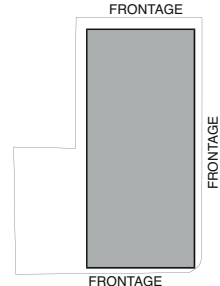
Proposed Project



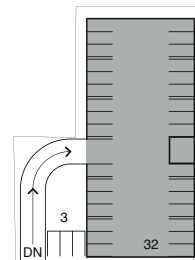
Third Floor



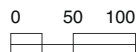
Second Floor



Ground Floor



Underground Parking



Description

- 3rd Floor Housing (11 Units)
- Ground & 2nd Floors Office or Medical Related Services
- 1 Floor Underground Parking

Lot Size 25,633 SF

Frontage 450 FT
(101 + 202 + 147 FT)

Building Size (Gross Square Feet)

Housing	16,765 GSF
Offices	33,530 GSF
Parking	16,765 GSF
Total	67,060 GSF

Off-Street Parking

Below Ground	32
Surface	3
Total	35

Zoning Analysis **Red indicates non-compliance with existing zoning**

Maximum Lot Coverage

Chestnut St Business District	N/A
	None

Floor Area Ratio (FAR) (Note #1)

• With Underground Parking Garage	2.62
• Without Underground Parking Garage	1.96

Chestnut St Business District	Maximum - 0.70
-------------------------------	----------------

Height (Assumes Gable Roof)

3 Stories / 48 FT

Chestnut St Business District	Maximum - 2 1/2 Stories / 35 FT & No More Than 2 Occupied Stories
-------------------------------	--

Setbacks

Front Setback	0 FT
----------------------	-------------

Chestnut St Business District	Minimum - 20 FT
-------------------------------	-----------------

Side Setback	N/A
--------------	-----

Chestnut St Business District (Note #2)	None
---	------

Rear Setback	N/A
--------------	-----

Chestnut St Business District (Note #2)	None
---	------

Off-Street Parking

1 Space per 1,437 GSF (35 Spaces)

Chestnut St Business District	
-------------------------------	--

• Housing (Note #3)	1.5 Spaces per Unit (17 Spaces)
---------------------	---------------------------------

• Medical, Dental & Related Health Services	1 Space per 200 GSF (168 Spaces)
---	----------------------------------

• Offices & Banks	1 Space per 300 GSF (112 Spaces)
-------------------	----------------------------------

Mixed Use Total	185 (Housing & Medical) or 129 (Housing & Office)
------------------------	--

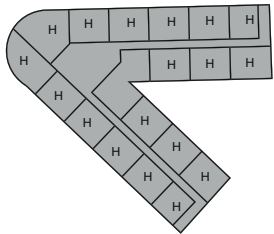
Note #1 - Planning Board may issue special permit to exempt floor are of underground parking garage only in the Center Business District.

Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.

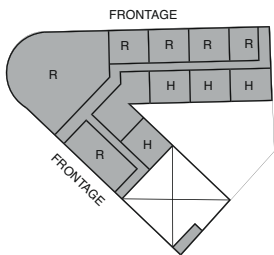
Note #3 - Parking for multi-family is not specified. Assuming a requirement of 1.5 spaces per Unit

THEATRE BLOCK - SCENARIO NO. 1 - MIXED USE -HOUSING & RETAIL - 2 STORIES

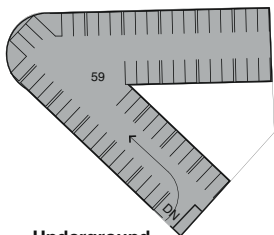
Proposed Project



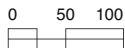
Second Floor



Ground Floor



Underground Parking



Description

- 2nd Floor Housing
- Ground Floor Retail & Housing
- 1 Floor Underground Parking

Lot Size 30,595 SF

Frontage 472 FT
(231 + 241 FT)

Building Size (Gross Square Feet)

Housing (22 Units)	33,510 GSF
Retail	8,953 GSF
Parking	24,560 GSF
Total	67,023 GSF

Off-Street Parking

Below Ground	59
Surface	0
Total	59

Zoning Analysis Red indicates non-compliance with existing zoning

Maximum Lot Coverage

Center Business District	N/A
	None

Floor Area Ratio (FAR) (Note #1)

• With Underground Parking Garage	2.19
• Without Underground Parking Garage	1.39

Center Business District	Maximum - 1.00
--------------------------	----------------

Height (Assumes Gable Roof)

Center Business District	2 Stories / 35 FT
	Maximum - 2 1/2 Stories / 35 FT

Setbacks

Front Setback	0 FT
---------------	------

Center Business District	Minimum - 3 FT
--------------------------	----------------

Side Setback	N/A
--------------	-----

Center Business District (Note #2)	None
------------------------------------	------

Rear Setback	N/A
--------------	-----

Center Business District (Note #2)	None
------------------------------------	------

Off-Street Parking 1 Space per 1,136 GSF (59 Spaces)

Center Business District	
--------------------------	--

- Housing (Note #3) 1.5 Spaces per Unit (33 Spaces)

- Retail 1 Space per 300 GSF (30 Spaces)

- **Mixed Use Total** **63 Spaces**

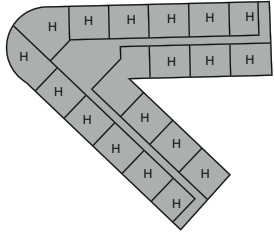
Note #1 - Planning Board may issue special permit to exempt floor area of underground parking garage only in the Center Business District.

Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.

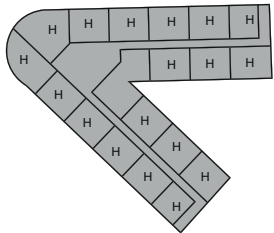
Note #3 - Parking for multi-family is not specified. Assuming a requirement of 1.5 spaces per Unit

THEATRE BLOCK - SCENARIO NO. 2 - MIXED USE -HOUSING & RETAIL - 3 STORIES

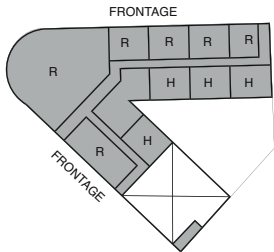
Proposed Project



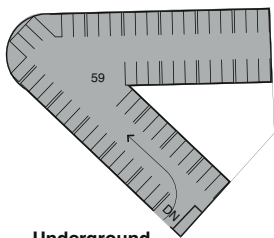
Third Floor



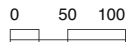
Second Floor



Ground Floor



Underground



Description

- 2nd & 3rd Floors Housing
- Ground Floor Retail & Housing
- 1 Floor Underground Parking

Lot Size 30,595 SF

Frontage 472 FT
(231 + 241 FT)

Building Size (Gross Square Feet)

Housing (40 Units)	58,067 GSF
Retail	8,953 GSF
Parking	24,560 GSF
Total	91,580 GSF

Off-Street Parking

Below Ground	59
Surface	0
Total	59

Zoning Analysis Red indicates non-compliance with existing zoning

Maximum Lot Coverage

Center Business District	N/A None
--------------------------	-------------

Floor Area Ratio (FAR) (Note #1)

• With Underground Parking Garage	2.99
• Without Underground Parking Garage	2.19

Center Business District	Maximum - 1.00
--------------------------	----------------

Height (Assumes Gable Roof)

3 Stories / 38 FT

Center Business District	Maximum - 2 1/2 Stories / 35 FT
--------------------------	---------------------------------

Setbacks

Front Setback	0 FT
--	---------------------------------------

Center Business District	Minimum - 3 FT
--------------------------	----------------

Side Setback	N/A
--------------	-----

Center Business District	None
--------------------------	------

Rear Setback	N/A
--------------	-----

Center Business District	None
--------------------------	------

Off-Street Parking

1 Space per 1,552 GSF (59 Spaces)

Center Business District	
--------------------------	--

- Housing (Note #3) 1.5 Spaces per Unit (60 Spaces)

- Retail 1 Space per 300 GSF (30 Spaces)

- **Mixed Use Total** **90 Spaces**

Note #1 - Planning Board may issue special permit to exempt floor are of underground parking garage only in the Center Business District.

Note #2 - Minimum Side and Rear Setbacks only where lot adjoins a residential district.

Note #3 - Parking for multi-family is not specified. Assuming a requirement of 1.5 spaces per Unit

TOWN OF NEEDHAM, MASSACHUSETTS
BOARD OF SELECTMEN

NOTICE OF TRAFFIC REGULATION

By virtue of the authority vested in the Board of Selectmen of the Town of Needham, it is hereby

VOTED: That the Town of Needham Traffic Rules and Regulations adopted by the Board of Selectmen February 14, 1989 and subsequent amendments thereto be and are hereby further amended as follows:

By adding to ARTICLE 7, Section 7-11, "For Through Ways" of the Traffic Rules and Regulations, the following:

In accordance with the foregoing, the streets listed in Schedule No. XV of these rules and orders are hereby declared to constitute through ways and said Schedule No. XV is hereby specifically incorporated in this Section.

By adding to SCHEDULE XV - THROUGH WAYS of Article 7, Section 7-11, the following:

CHARLES RIVER STREET -- Entire length

SOUTH STREET -- Charles River Street to Great Plain Avenue

CHESTNUT STREET -- Entire length

DEDHAM AVENUE -- Entire length

GREAT PLAIN AVENUE -- Entire length

CENTRAL AVENUE -- Entire length

HIGH ROCK STREET -- Entire length

MARKED TREE ROAD -- Entire length

CHAPEL STREET -- Entire length

HIGHLAND AVENUE -- Entire length

GREENDALE AVENUE -- Great Plain Avenue to Hunting Road, High Street to Kendrick Street

Traffic Reg. Amend.

Page 2

BROAD MEADOW ROAD – Great Plain Avenue to Bird Street

BIRD STREET – Entire length

BROOKLINE STREET – Entire length

WEBSTER STREET – Dedham Avenue to Central Avenue

HIGH STREET – Entire length

WEST STREET – Entire length

KENDRICK STREET – Entire length

HUNTING ROAD – Entire length

GOULD STREET – Entire length

CEDAR STREET – Entire length

HUNNEWELL STREET – Highland Avenue to Wellesley Avenue

David M. Warren
Colleen F. Schaller
D. Platt
G. M. Brown
John H. Cagwell
BOARD OF SELECTMEN

Permit No. TW 02-10-08

Date of Passage October 8, 2002Attest of Town Clerk Theodore K. Euton

TOWN OF NEEDHAM, MASSACHUSETTS
BOARD OF SELECTMEN

NOTICE OF TRAFFIC REGULATION

By virtue of the authority vested in the Board of Selectmen of the Town of Needham, it is hereby

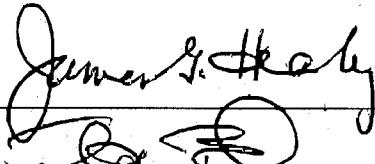
VOTED: That the Town of Needham Traffic Rules and Regulations adopted by the Board of Selectmen February 14, 1989 and subsequent amendments thereto be and are hereby further amended as follows:

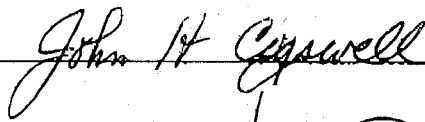
By adding to ARTICLE 7, Section 7-11, "For Through Ways" of the Traffic Rules and Regulations, the following:

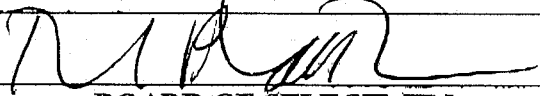
In accordance with the foregoing, the streets listed in Schedule No. XV of these rules and orders are hereby declared to constitute through ways and said Schedule No. XV is hereby specifically incorporated in this Section.

By adding to SCHEDULE XV - THROUGH WAYS of Article 7, Section 7-11, the following:

HARRIS AVENUE - Entire length







BOARD OF SELECTMEN

Permit No. TW 05-01-25

Date of Passage: January 25, 2005

Attest of Town Clerk: Meredith K. Eaton

